

Today's
Advertisements.

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held in the FREEMASONS' HALL, Zealand Street, THIS EVENING, the 24th instant, at 8.30 for 9 o'clock precisely. Visiting Sir Knights are cordially invited to attend.

PRESENTATION TO LIEUT.-COLONEL BARROW AND THE OFFICERS OF H.M.'s HONGKONG REGIMENT.

An Address to Lieut.-Colonel BARROW has been prepared, and will be presented to him by His Excellency Sir WILLIAM ROBINSON, K.C.M.G., at the CITY HALL on SATURDAY next, the 25th instant, at 11 A.M. All Members of the Community are invited to attend.

For the Committee, J. C. PETER, Hon. Secretary.
Hongkong, 24th October, 1895. [1435]

WANTED.

PRIVATE BOARD AND LODGING.

A BACHELOR would be glad to communicate with a PRIVATE FAMILY with a view to the above; a House within ten minutes' walk of the Banks and Post Office preferred.

Address:—
W.
c/o Hongkong Telegraph Office.
Hongkong, 24th October, 1895. [1461]

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY.

the 28th day of October, 1895, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 24th October, 1895. [1454]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 28th day of October, 1895, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 99 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1,338	Wong-chung Road.	120 ft. 140 ft. 63 ft. 21 ft. 60 ft.	7,800 sq. ft.	20	

FOR SHANGHAI.

THE Steamship
"LYEEMOON,"
Captain G. Heermann, will be despatched for the above Port on SATURDAY, the 26th instant, at 4 P.M.

For Freight or Passage, apply to
HONGKONG 24th October, 1895. [1462]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship
"SZECHUEN,"
Captain Derby, will be despatched on MONDAY, the 28th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th October, 1895. [1465]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING,"
Captain J. G. Sence, will be despatched for the above Ports on TUESDAY, the 29th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 24th October, 1895. [1466]

FOR KOBE AND YOKOHAMA.

THE Steamship
"BENGLOE,"
Captain Thompson, will be despatched on TUESDAY, the 29th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th October, 1895. [1444]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"MENELAUS,"
Captain Towell, will be despatched as above on TUESDAY, the 5th November.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th October, 1895. [1466]

TO LET.

DWELLING HOUSES—
HOUSES IN RIGON TERRACE.
ERANES BUNGALOW, 3 Rooms—
KOWLOON.

"LARKSPUR" UPPER RICHMOND ROAD—7 Roomed Detached House with Garden and Lawn Tennis Court—FURNISHED or UNFURNISHED.

OFFICES—
FIRST FLOOR No. 7, PRAYA CENTRAL, lately occupied by Messrs. HOLLIDAY, WISE & Co.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 24th October, 1895.

BROWN, JONES & CO.

ITALIAN AND AMERICAN MARBLE AND HONGKONG GRANITE CEMETERY MEMORIALS.

LETTERS CUT AND FILLED WITH IMPERISHABLE LEAD CEMENT.

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a daily qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEN'S and other Large Consumers.

Any complaints should be addressed to the Manager.
Hongkong, 24th May, 1895. [137]

A. S. WATSON & CO., LIMITED.

VEGETABLE AND FLOWER SEEDS.

SEASON 1895-96.

Our First Supplies of these best Quality Seeds have arrived, and Orders will be executed in the sequence in which they are received as long as the supply lasts.

SEED LISTS

with

HINTS FOR GARDENING

have been issued and can be obtained on application.

Our Seeds are all tested before being put up in London.

They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in FINE WEATHER ONLY and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

CLAYS FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally.

It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour and beauty.

Sold in Tins containing 10 lbs. each, at \$1.75, 25 lbs. at \$3.40.

Directions for use are given on the Label.

RAMSON'S "NEW PARIS" LAWN MOWERS.

The Best and Cheapest Machines in the Market.

For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

Hongkong, 24th August, 1895. [13]

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 24, 1895.

REUTERS' MESSAGES.

THE CINQUE PORTS.

LONDON, October 23rd.
Lord Salisbury succeeds Lord Dufferin (resigned) as Warden of the Cinque Ports.

THE FRENCH BUDGET.

The Committee on the French Budget has rejected the extra credits for new warships, for saving, or attempting to save, life.

(Special to Hongkong Telegraph.)

TELEGRAMS.

A RUSSIAN MOVE.

SHANGHAI, October 24th, 4.45 p.m.

The state of affairs in Seoul is improving. There is no cause for alarm, though it is true that the Russian fleet will at once rendezvous at Chemulpo.

Persistent rumours are afloat that the Russian fleet will either winter at Chemulpo or Chefoo, if Port Arthur is not available.

No fresh complications have arisen between Russia and Japan in respect to Korea.

(Special to the Asiam.)

RESULT OF THE JOCKEY CLUB STAKES AT NEWMARKET.

The JOCKEY CLUB STAKES of 10,000 sovs., the second to receive 500 sovs., third 200, the nominator of the winner 400, and the nominator of the second 200 out of the stakes, for three and four-year-olds; three-year-olds 8st. 12lb., four-year-olds 8st. 10lb., geldings allowed 5lb., those out of uniform allowed 3lb., allowances accumulative; winner (handicap) allowed 500 sovs. 5lb., of 1,000 sovs., of 3,000 sovs., of the Derby, St. Leger, Grand Prix de Paris, or Newmarket Stakes 12lb. extra. A. F. (one mile two furlongs). (189 sovs. 10s. entry corrected on payment of fine.)

LONDON, September 26th.
Mr. J. H. Houldsworth's b.c. LAYTON, by Band On—Napoli, 3 years, by Cannon 1

Lord Elmsmere's b.c. NOME THE WISER, by Wisdom—Corrie Roy, 4 years, by Cannon 2

Mr. T. Cannon's b.c. VERA, by Melanion—Reine Blanche, 3 years, by G. Chalmers 3

Lord Rosbery's b.c. IADAS, by Hampton—Ilmorog, 4 years, by Cannon 4

Lord Rosbery's b.c. St. VITO, by Barcalaine—Vita, 3 years, by Cannon 5

Mr. Fairlie's b.c. SOLARIO, by Galopix—Capri, 3 years, by Cannon 6

Mr. A. D. Coburn's b.c. BECKHAMPTON, by Hampton—Rebecca, 3 years, by Cannon 7

Lord Zealand's b.c. NORA, by Cannon 8

Mr. L. de Rothschild's b.c. URICA, by St. Simon—Biscuit, 3 years, by Cannon 9

General Owen Williams's b.c. PRIESTHOLME, by Senatus—Legacy, 4 years, by Cannon 10

Mr. Fairlie's b.c. GALETTIA, by Galopix—Agave, 3 years, by Cannon 11

(Winner trained by J. Ryan, Newmarket.)
Betting: 9 to 2 None the Wiser.
25 to 1 Vena.

Won by half a length four lengths between second and third.

(From L'Avenir du Tonkin.)

ITALY ON THE WAR-PATH.

PARIS, October 23rd.
It is said that the Italians have commenced a campaign against Madagascar and his ally the Negus of Abyssinia.

THE MADAGASCAR EXPEDITION.

PARIS, October 23rd.
News of the capture of Tananarive is confirmed. Six Frenchmen were killed and one-fifth of the troops were wounded.

Parafata, near Tananarive, has been captured. The Car has congratulated France on the complete success of the expedition.

(Special to Slam Observer.)

THE ARMENIAN ATROCITIES.

LONDON, October 23rd.
The foreign delegates constituting the commission to enquire into the alleged massacres of Armenians have reported that the atrocities were grossly exaggerated, and the whole position overrated.

FRANCE AND MADAGASCAR.

LONDON, October 23rd.
The Hova Queen has declared her determination not to leave the capital, and has accused her army of cowardice.

The Hovas allowed the French to capture Antananarivo on September 27th, the Prime Minister and the Court fleeing to Ambositra on the approach of the French advance guard.

LOCAL AND GENERAL.

H.M.S. Pique arrived here to-day from Anping via Amoy.

The Italian cruiser Umbria arrived here this forenoon from Shanghai.

There will be a pick up game of hockey at Happy Valley to-morrow afternoon at 4.45 p.m.

A REGULAR meeting of the Victoria Preceptory will be held in the Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting knights are cordially invited to attend.

Mr. McCALLUM, Lieut. Commissioner of Customs, is still in Taiwan and the Japanese are said to be anxious that he should remain there until they have recovered from him all the Customs dues levied by him on behalf of the rebel leader, Liu. It is, we believe, not true that McCALLUM is minus some thousands of dollars worth of copper which the Japanese held as security for the repayment of Customs dues, which they claim have been misappropriated.

All the Japanese want, apparently, is the McCALLUM should give them an account of his stewardship.

We read in the Straits Times that a few days ago, at an "all present" parade, Colonel Pinkett discharged the pleasant task of handing to Corporal Corbett and Private McVay, of the Northumberland Fusiliers, bronze medals, on behalf of the Royal Humane Society. It appears that on the night of the 28th March last, Private Colman, who had been relieved when on guard, during the then existing mobilisation, fell into the sea at Fort Siloso. The men rewarded pluckily went to his rescue, though the tide was running at the rate of seven miles an hour.

Though the unfortunate Colman was grabbed once, he disappeared. It is understood that since that event, Private McVay has attempted to rescue of yet another soldier at the same place. Altogether, the Fusiliers now bear to their credit four of the Humane Society's medals for saving, or attempting to save, life.

When the last mail left London the principal mill-owners of Lancashire were arranging for a great deputation to wait upon Mr. Chamberlain, Secretary of State for the Colonies, regarding the question of opening up new markets for cotton goods.

Mr. C. F. A. SANGSTER, who for so many years has performed the arduous duties of Registrar of the Supreme, left here for home by the English mail to-day. Mr. Sangster retires on a well-earned pension and carries with him the good wishes of all who had the pleasure of his acquaintance.

As will be seen by an advertisement in another column, a public meeting will be held in the City Hall on Saturday (26th instant) at 11 a.m. for the purpose of presenting to Colonel Barrow, H.K.R., a copy of a farewell address. His Excellency the Governor will preside, and it is hoped that there will be a good attendance. It has been found impossible to get the address to Colonel Barrow generally signed in time, but the original will be circulated for signature and forwarded to him in due course.

FROM enquiries made on board the Douglas liner *Hattian*, which arrived to-day from Amoy, we are in a position to give the following interesting particulars of the nature of the British coasting steamer *Thales* by the Japanese cruiser *Yoshino*. It appears that the *Thales* was placed under arrest by the commander of the *Yoshino* when eighteen miles from Amoy and was detained from six in the morning until five o'clock in the evening. Captain Bathurst vigorously protested against the seizure of some of his passengers, and it appears from the hesitation they exhibited that the Japanese were not quite sure whether they were not infringing international law by their action in searching and detaining the *Thales*. The *Hattian* went out to the rescue and stopped between the *Yoshino* and *Thales*, and Mr. Carr, the Company's agent at Amoy, boarded the *Yoshino* accompanied by several other passengers from the *Hattian* and protested to the Japanese Commander against his arbitrary conduct and the insult to the British flag. H.M.S. *Archer* left Foochow as soon as news of the seizure arrived and brought up in the locality of this disagreeable incident on Wednesday morning. This matter is, we understand, in the hands of Mr. Gardiner to settle. It appears beyond all doubt that *Elis* has reached the mainland and is, moreover, well provided for.

Mr. George L. Harrison, who might well be called the pioneer planter of Libanon coffee in Siam, arrived at Bangkok on the 9th instant from Singapore. Mr. Harrison speaks with great enthusiasm on the subject of his plantation, and it is hoped he will get in bumper crops.

It is officially reported that another ruby mine has been discovered during the current year at Nanyasek, a town lying in the north-west of the Bhamo District, and proposals have been sanctioned to devote an officer of the Geological Survey to thoroughly examine the tract of country during the coming cold season.

MARQUIS TOKUDANJI, Grand Chamberlain and Lord Keeper of Privy Seal, and Count Inouye, ex-Minister Plenipotentiary and Envoy Extraordinary, have been honoured with the grand insignia of the Rising Sun and Paulownia Imperials on account of their services to the State during the troublous times of 1894-1895.

An Indian contemporary reports that a scheme for the establishment of commercial agencies at Bombay and Madras for the reception of kerosene and other Russian products finds much favour with Russian merchants, who would also be glad to see the present tea trade between India and Russia conducted directly, instead of, as at present, through Afghanistan and Persia.

News comes from Chantaboon that, on the 7th inst., two officers from the French gunboat *Pluvier* were out snipe shooting, and one, the surgeon of the boat, had a boy with him. The two officers were separated from each other by a paddy field in which the ears of paddy were high enough to prevent them from seeing each other. One of the officers, seeing a bird, fired his gun, but instead of hitting the bird hit his fellow officer and the boy. The latter is not badly wounded, but the surgeon is in a very critical state, having received the shots in the face and body.

THE KUCHENG MASSACRE.

PROCEEDINGS OF THE COMMISSION.

FOOCHOW, October 10th.
Last Saturday we reported another crisis in the proceedings. The deadlock had continued so long that H.B.M. Counsel thought it advisable to have a personal interview with the Viceroys and he left Kucheng on Thursday, the 10th, for this purpose, arriving in Foochow on Saturday morning. He was accompanied by Rev. W. Bantist. It was a curious coincidence that Admiral Buller should arrive in the river on the same day—no pre-arrangement for this had been planned. Mr. Mansfield's interview with His Excellency took place on Monday and was somewhat prolonged. We do not, of course, know all that took place, but judging from results which we do know to have been entirely satisfactory, we may believe that Mr. Mansfield felt, for the first time since this investigation commenced, the effect of the moral support his government had sent him at last to give him. The progress which Mr. Mansfield had made in this business up to the time of this crisis appears to those who know the Chinese officials and their ways well, marvellous. No Counsel less intimately acquainted with the Chinese, or, by the study of their character over the best part of a lifetime, equally able to deal with them, could have effected what he has done. Backed now by the support he has been given, he will be able to bring the investigation to a satisfactory issue, but no strength of the support ought to be withdrawn until the work is completed.

Mr. Mansfield should have arrived at Kucheng last evening. We understand that he is to be executed at Kucheng at once and the 4 leaders sent down to Foochow for execution. The remaining condemned criminals are to be banished for life, but whether this will be done at once is not known. The examination of the entries of prisoners will then commence, and it is thought that the investigation, as far as it will detain the Commission at Kucheng, will be brought to a close by the end of the month.

The Viceroys have undertaken to continue the search for those implicated, for an indefinite time, and as expenses are made, the arrested are to be sent down to Foochow for trial—*Elis*.

H. G. BROWN & CO., LTD.

The sixth ordinary yearly meeting of shareholders in H. G. Brown & Co., Ltd., was held at the office of the General Managers (Messrs. Gibb, Livingston & Co.) shortly after noon to-day. Mr. C. S. Sharp presided and there were also present Messrs J. B. Coughlin, G. C. Cox, S. L. Darby, C. F. Harton, and J. Whalley, Secretary.

The notice convening the meeting having been read, the Chairman said:—The report and accounts having been circulated some time since, with your permission we may take them as read. I regret very much that they are not of a more favourable character but I think, considering what we have had to go through in regard to the management of the Company's affairs and business in the Philippines, it is matter for congratulation that the result is not worse than it is. As intimated to you by the Chairman at the last meeting, there has been much trouble in connection with our late manager at Leguinanoc whose services we found ourselves obliged to discontinue and the changes entailed thereby have contributed not a little to the expenses of the year, as shown, whilst the state in which the Company's affairs were left was such as to necessitate a great deal of reorganising and the business suffered accordingly. The whole of this we felt very keenly, the disadvantage of being at such a distance from the scene of the Company's operations and how little effective control could be exercised under circumstances such as these we had confronting us. Matters, however, have been progressing rather better and business has been under the immediate control and direction of the Committee of Management in Manila since March last, and thanks to the ever-ready way they have taken matters up we have good hopes for the future, though the present year 1895 may not show the full results of their labours. Much time has necessarily been taken up in reorganising affairs and effecting various changes which we hope may conduce to bring about better results later on. I had hoped to lay before you some report from the Manila Committee giving their views generally, as well as a rough sketch of accounts to 30th June last, but these have not yet come to hand and a copy of a private circular issued by the Manila shareholders, which I dare say you have already got, reached us on Tuesday and same dealt at some length with the views of the Committee there on the position of the Company. During the past year we have had a poor market for timber and our profits have been largely curtailed, whilst for the first time during the Company's existence the working of the saw mill shows an actual loss. The Mill is now shut down on the Manila Committee's recommendation and more attention will be given to developing the local business in rough timber in the Philippines. I regret the increased duties and levies on timber imposed by the Spanish Government continue to weigh very heavily upon our business. In regard to the items of account I would point out that we stand on a far more liquid basis than at the end of 1893, having reduced overheads of Manila also the Manila Sunday Debtors and Creditors, and our cash position also shows some improvement. The Vencedra shares still remain in our hands the Chairman's statement at last meeting that they had been disposed of having been founded on a misunderstanding as to the meaning of a telegram from the Manila agent. The Manila Committee are seeing to the disposal of these. The vessel *Elisa*, part of whose cost appears at a snail, has since been completed and has begun work as reported as being most suitable for the Company's requirements and we have left it to the Manila Committee whether to sell her or to retain her for the Company's business. The loss incurred on the sale of the *Santiago*, the previous vessel built, has not given any encouragement to continue this business of shipbuilding. The profit and loss account you will notice also bears the loss through the sale of the *W. L. Zie* referred to by the Chairman at last meeting. We are well satisfied to have no further vessels of the Company's except those wanted for the Philippine coasting trade, as the others had been such a continuous heavy loss ever since the Company began business. So far we have been able to satisfy our tonnage requirements for this side pretty well by chartering, and we hope to continue to do so. Items for charges and salaries both show an increase on previous accounts, but from the foregoing remarks the causes of these may be understood and it is expected that a good deal of economy will be noticeable in future accounts. The charge for exchange shown is a very large one over previous years, accounts owing to the great rise in rates in Manila, but this has been very materially altered during this year and the item will be very much reduced. We had already proposed making some remarks about the position of the Company's assets as they stand in the books with the view of pointing out it would be necessary to provide for writing these down, and we have some time since called for the detailed views of the Manila Committee about these but so far these have not come to hand. Until this depreciation has been thoroughly gone into and considered nothing can be done, but it will be well to have as soon as sufficient data are before us, and these we hope to receive soon. With regard to the matter of providing for this we are unable to see how this can be accomplished unless under some scheme of reconstruction of the Company or a reduction of Capital, and we have already been making preliminary enquiries as to the best way to set about this. As until we have something at least of profit and less account of loss, no account to meet such writing off, as may be considered necessary, this is a matter which must be dealt with at another meeting. In the meantime the private circular from the Manila shareholders, which I have already referred to, will give you their views on the matter. We feel very much indebted to the Manila Committee for their valuable services, but in the private circular, some of the statements as affecting the management have been erroneously written under a misapprehension as to facts, and we are writing to correct them on these points.

Mr. Darby, in the course of a lengthy speech, asked several questions respecting certain statements made in a "private and confidential" circular which has been forwarded to the shareholders by the Manila Committee of Management. The circular in question showed, he thought, that the relations between the General Managers and the Committee of Management were not very cordial. He was of opinion that the remittance of \$10,000 asked for to cover an overdraft in Manila should have been agreed by, for it was better, if necessary, to borrow here at a low rate of interest than in Manila at 8 per cent. He did not know whether the \$10,000 mentioned in the circular as the value of stock meant \$10,000 on deposit plus \$5,000 realised by sales of stock. Another matter he desired to point out was the objection of the General Managers to import timber except by indent. If the business was to be done by indent only, then the Company's contributors must necessarily be limited to large consumers, such as the Hongkong and Wharfedale Dock Co., for instance. As far as his (the speaker's) knowledge went, there was a good business to be done with Chinese contractors and builders who very often went in for small quantities at a time, say \$50 or \$40 worth. It would, he felt, be a pity to meet the requirements of Chinese who purchases would amount up to a good sum in a year and who would doubtless do business with others if there was no disposition to meet their oftentimes requirements. Regarding the item of \$5,000 profit, he would like to know what part of this was realised in Manila and how much in Hongkong? He thought the item of \$25,000 for Sunday Debtors very large and he would be glad to know what prospect, if any, there existed of recovering any part of that sum? He would like some explanation of the charges made against the General Managers, that their policy of "lying up large sums in London stock, quite regardless of such item as interest and overdraft, keeping large deposits in Hongkong and thereby causing the Company to lose 3 per cent. at least on its Capital," such policy tending, it was stated in the circular, to land the Company in the Bankruptcy Court.

The Chairman replied at considerable length. There was no friction between the General Managers and the Manila Committee and the statements in the private circular were shown to be untrue. When the Committee was first appointed for, the Manila Committee was first the management transferred to their friends in Manila extensive alterations would have to be made in the Articles of Association and that until such alterations were made the Head Office must remain, as heretofore, in Hongkong. A free hand was given to the Manila Committee and that had resulted in furthering the interests of the Company. It certainly appeared on the face of it curious to have a first deposit here and an overdraft in Manila, but that matter had been thoroughly considered and it was found that there were all-sufficient reasons why the \$10,000 demanded should not be remitted either then or now. It turned out that remittances could now be effected at a considerable saving compared with the cost of such transactions some little time ago. As soon as possible more remittances would be made to cause remittances in Manila—and he was glad to testify to the energy and ability of the Committee—there was no reason why there should not soon be an improvement in the Co's affairs and even a return to the previous figures, despite the blighting effect of the increased taxes levied by the Philippines authorities. He deprecated the abolition of the system of indents, which could do no good at all. The manager in the Philippines would be specially instructed to be very careful in his selection of timber. The "sundry debtors" were mostly good for the sums entered against them, and as the Manila Committee was looking into these accounts they would probably be settled before long.

Mr. Darby, in reply to the Chairman, said he was very glad to have these explanations. He was quite satisfied with the exception of the Chairman's opinion respecting indents. He thought it better to continue to have stocks here than to supply any and all customers. He now had much pleasure in seconding the Chairman's motion, that the report and accounts, as presented, be adopted.

On being put to the vote the motion was carried unanimously.

The election of members of the Consulting Committee was next proceeded with, and on the motion of Mr. J. B. Coughlin, seconded by Mr. C. F. Harton, Mr. Clement Palmer and G. C. Cox were duly elected.

Mr. Darby now proposed,

Intimations.

MR. CHADWICK KEW.
(LATE OF POATE & NOBLE.)
HAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAUPP & Co. Treats filled permanently, from \$1.00 upwards. CROWN and BRIDGEWORK inserted and TEETH EXTRACTED.
PLATES A SPECIALITY.
Hongkong, 7th June, 1895. [754]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water-Boiler, as FOUL WATER is the cause of much sickness on board ship.
We are the only Water-Boiler Company in Hongkong exclusively supplying FILTERED WATER.
Call Flag "W."
J. W. KEW & Co.,
STEAM WATER-BOILER CO.,
18, PRINCE CENTRAL.
Hongkong, 7th October, 1895. [787]

Shipping.
STEAMERS.

"BEN" LINE OF STEAMERS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship

"BENLARIQ."
Captain Wallace, will be despatched as above on or about 25th instant.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 11th October, 1895. [1400]

FOR JAVA, SOERABAYA, SAMARANG, VIA SINGAPORE.
THE Steamship

"TETARTOS."
Captain Dine, will be despatched for the above Ports on SATURDAY, the 26th instant, at 4 P.M.
For Freight or Passage, apply to
WING CHONG & Co.,
Agents.
Hongkong, 21st October, 1895. [1431]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN."
Captain Roach, will be despatched for the above Ports on SUNDAY, the 27th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 23rd October, 1895. [1455]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

"MENMUIR."
Captain Craig, will be despatched for the above Ports on WEDNESDAY, the 30th instant, at Daylight.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions throughout the voyage.
A Stewardess and a duly qualified Surgeon are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.
Hongkong, 11th October, 1895. [1401]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Steamship

"CHINGTU."
R. Innes, Commander, will be despatched on WEDNESDAY, the 30th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1895. [1445]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Steamship

"TAIYUAN."
R. Nelson, Commander, will be despatched on TUESDAY, the 26th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st October, 1895. [1450]

NORDDEUTSCHER LLOYD.
STEAM TO KOBE (DIRECT).
THE Company's Steamship

"LUEBECK."
Captain Harrassowitz, will load here for the above place, and will have quick despatch.
For Freight or Passage, apply to
MELCHERS & Co.,
Agents.
Hongkong, 21st October, 1895. [1447]

THE "JAPAN" LINE OF STEAMSHIPS.
FOR NAGASAKI, KOBE AND YOKOHAMA.
THE Steamship

"REPTON."
Captain G. H. Jack, has here about the 24th instant, will load here for the above place, and will have quick despatch.
For Freight or Passage, apply to
MELCHERS & Co.,
Agents.
Hongkong, 21st October, 1895. [1448]

Intimations.

THE BEST OF EVERYTHING

IS INVARIABLY THE CHEAPEST!

IN THE MATTER OF

PEACH BLOSSOM SOAP.

GLYCERINE AND CUCUMBER.

CHAMPAGNE BITTERS.

BALSAMIC COUGH TINCTURE.

WATKINS & Co are

THE BEST.

CONSEQUENTLY YOU WILL DO WELL TO ORDER FROM

WATKINS & CO.,
APOTHECARIES' HALL, 64, QUEEN'S ROAD CENTRAL.

[51]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship

"KWEIYANG."
Captain Dawson, will be despatched TO-MORROW, the 25th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1895. [1399]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA, VIA AMOY.

THE Company's Steamship
"YUENSANG."
Captain W. Waddell, will be despatched as above on MONDAY, the 26th instant, at 4 P.M.
This Steamer has Superior Accommodation for First-class Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 21st October, 1895. [1459]

"GLEN" LINE OF STEAM PACKETS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship

"GLENHORN."
Captain Murray, will be despatched as above on TUESDAY, the 26th instant, at 4 P.M.
Instead of as previously notified.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 17th October, 1895. [1348]

"MILBURN" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"PORT PHILLIP."
Captain Gray, R.N.R., will be despatched for the above Port on or about TUESDAY, the 26th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 17th October, 1895. [371]

FOR KOBE AND YOKOHAMA.
THE Steamship

"BENGLOE."
Captain Thompson, will be despatched on MONDAY, the 26th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd October, 1895. [1444]

FOR CHEFOO AND TIENTSIN.
THE Steamship

"FUPING."
Captain Lehmann, will be despatched for the above Ports on TUESDAY, the 26th instant, at 5 P.M.
For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 23rd October, 1895. [1456]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"PRIAM."
Captain C. Jackson, will be despatched as above on TUESDAY, the 26th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th October, 1895. [1428]

FOR DELAGOA BAY AND NATAL.
(Taking Cargo at through rates for EAST LONDON, PORT ELIZABETH and CAPE TOWN.)
THE Steamship

"YANARIVA."
Captain Weston, will leave for the above Ports about the 10th November.
For Freight, apply to
GILMAN & Co.,
Agents.
Hongkong, 11th October, 1895. [1425]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON, VIA SUEZ CANAL.
(With liberty to call at MANILA.)
THE Company's Steamship

"PINGSUEY."
D. Davies, Commander, will be despatched as above on or about the 10th proximo.
For Freight or Passage, apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 21st October, 1895. [1446]

SAILING VESSELS.
FOR NEW YORK.

THE 3 1/2 A.L.I. American Ship
"SAINT JAMES."
Clifford, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 20th September, 1895. [1281]

FOR NEW YORK.
THE 100 A. I. British 4-masted Bark
"MATTERHORN."
John Williams, Master, is now loading here for the above Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBBERG & Co.,
Agents.
Hongkong, 8th October, 1895. [1387]

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after the 25th instant, will be landed at Consignees' risk and expense into the Godowns of the Wanchai Warehouse and Storage Company, Limited, Wanchai.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 23rd October, 1895. [1457]

NORDDEUTSCHER LLOYD.
NOTICE TO CONSIGNEES.

S. S. "PRINZ HEINRICH."
THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will go on to Shanghai unless notice to the contrary be given TO-DAY before Noon.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 29th October, will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on MONDAY, the 28th October, at 3 P.M.
All Claims must reach us before the 30th October, or they will not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
MELCHERS & Co.,
Agents.
Hongkong, 22nd October, 1895. [1391]

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.

CONSIGNEES OF CARGO per Steamship "CITY OF RIO DE JANEIRO."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
J. S. VAN BUREN,
Agent.
Hongkong, 21st October, 1895. [1]

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

STEAMSHIP "BENLAVERS,"
FROM ANTWERP AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 28th instant, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 3 P.M.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th October, 1895. [1440]

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOI.

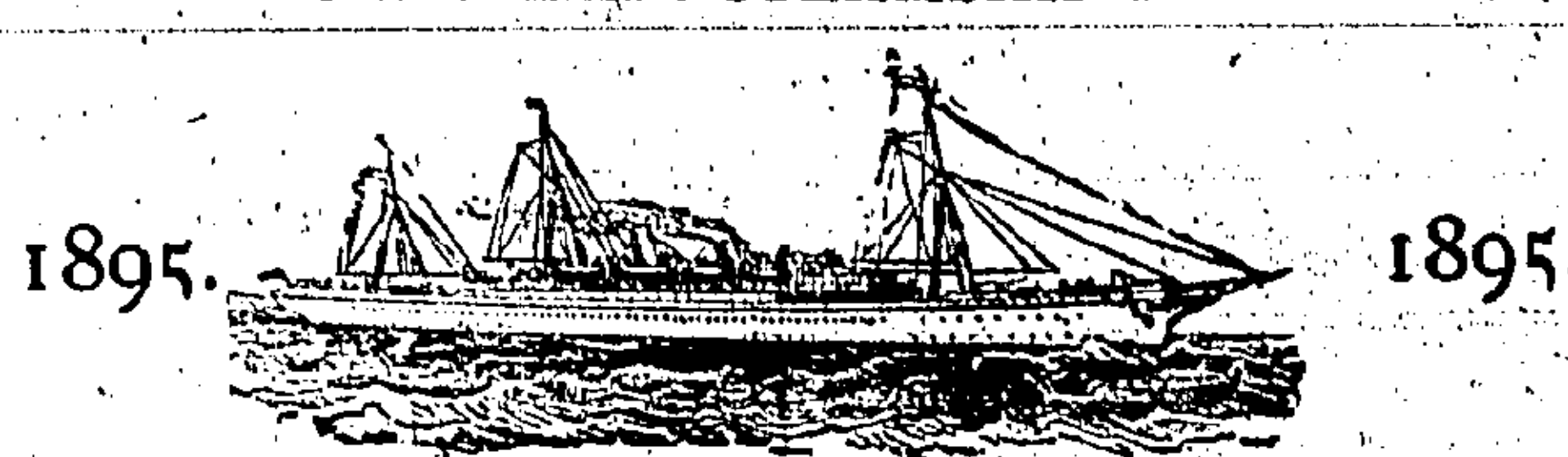
THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 18th October, 1895. [14]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
LA-HOON ROAD.

IS now in a position, in his New and Commodious Premises, to receive, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.
Hongkong, 22nd September, 1895. [1287]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1895. SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 30th October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 27th November.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 25th December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers are Great Britain and the Continent are given choice of.
Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100.
The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddis Street.

Hongkong, 2nd October, 1895.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Galle (via Nagasaki, Kobe, Inland Sea & Yokohama)..... Tuesday, 5th Nov., at Noon.
Belge (via Nagasaki, Kobe, Inland Sea & Yokohama)..... Saturday, 7th Dec., at Noon.
Coptic (via Nagasaki, Kobe, Inland Sea & Yokohama & Honolulu)..... Thursday, 26th Dec., at Noon.

THE Steamship "GAELIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA on TUESDAY, the 5th November, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, PRINCE CENTRAL.

J. S. VAN BUREN, Agent.
Hongkong, 17th October, 1895. [13]

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings
Hongkong, 9th March, 1895. [11]

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Tacoma [2,549] Tuesday ... [Oct. 29].
Strathmore [3,574] Tuesday ... [Nov. 19].
Victoria [3,167] Tuesday ... [Dec. 10].
Hankow [3,504] Tuesday ... [Dec. 31].
Tacoma [2,549] Tuesday ... [Jan. 12].
Victoria [3,167] Tuesday ... [Feb. 11].

*No Passengers carried by this sailing.
THE Steamship

"TACOMA,"
Captain R. Crawford, sailing at Noon, on TUESDAY, the 29th October, will proceed to VICTORIA, B.C., and TACOMA, (Wash.), via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 9th October, 1895. [4]

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG; PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prinz Heinrich [Monday] ... [11th Nov].
Prinzess [Monday] ... [9th Dec].
Sachsen [Monday] ... [6th Jan].
Gera [Monday] ... [3rd Feb].

ON MONDAY, the 11th day of November, 1895, at 3 P.M., the Company's Steamship "PRINZ HEINRICH," Captain W. Schneider, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 9th Nov. Cargo and Specie will be received on board until NOON on MONDAY the 11th Nov., and Parcels will be received at the Agency's Office until NOON on SUNDAY, the 12th Nov. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 18th October, 1895. [1391]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1895.
(Subject to Alteration.)

Chittagong [Saturday] ... [16th Nov].

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"CHITTAGONG,"
will be despatched hence for PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 16th November.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 24th October, 1895. [1457]

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